

**LEGISLATIVE SERVICES AGENCY
OFFICE OF FISCAL AND MANAGEMENT ANALYSIS**

200 W. Washington, Suite 301
Indianapolis, IN 46204
(317) 233-0696
<http://www.in.gov/legislative>

FISCAL IMPACT STATEMENT

LS 6214

BILL NUMBER: HB 1160

NOTE PREPARED: Nov 24, 2009

BILL AMENDED:

SUBJECT: River Ridge Commerce Corridor.

FIRST AUTHOR: Rep. Stemler

FIRST SPONSOR:

BILL STATUS: As Introduced

FUNDS AFFECTED: **GENERAL**
 X DEDICATED
 X FEDERAL

IMPACT: State & Local

Summary of Legislation: This bill: (1) establishes the River Ridge Commerce Corridor on State Road 62 between Interstate Highway 265 and State Road 3; (2) assigns certain duties concerning the corridor to the Indiana Department of Transportation (INDOT), the Indiana Economic Development Corporation (IEDC), and the Office of Community and Rural Development (OCD); and (3) designates State Road 62 from Interstate Highway 265 to State Road 3 as an extra heavy duty highway.

Effective Date: July 1, 2010.

Explanation of State Expenditures: For INDOT, the cost of signs will depend upon the size and the number of signs used to identify the corridor, but should range between \$20 and \$28 for each sign.

The traffic studies required of INDOT for local officials will come from the federally funded Highway Planning and Research Program. Over the last four fiscal years, INDOT has received approximately \$13.2 M per year for this program. It is unlikely that additional funds will be required to conduct the traffic studies.

The requirements for the IEDC and OCD fall within their current duties and should not require additional resources. Over the last four fiscal years, the IEDC has received, on average, \$67.5 M per year in state General Fund, dedicated fund, and federal fund appropriations. Over the last four fiscal years, OCD has received, on average, \$5.6 M per year in state General Fund and dedicated fund appropriations.

Designating State Road 62 from Interstate Highway 265 to State Road 3 as an extra heavy duty highway will cost an estimated \$4.91 M (additional details below). The funds affected are the State Highway Fund and federal funds.

Background Information: INDOT provided the following information. The designated section was last resurfaced in 2005. The only interchange is the I-265 Interchange. There are no bridge structures impacted through this section.

Mainline Pavement with Shoulder - A 5-inch overlay will be used.

(1) The actual pavement design will be calculated using MEPDG. This design method has proven to reduce pavement costs.

(2) The existing lane widths are 12' with shoulder widths varying from 4' stone to 12' paved.

(3) The pavement section outside the Charlestown City consists of an average of 6" of asphalt over 7.5" of concrete. The pavement section from the Charlestown City limit to SR 3 ranges from 16"- 17" asphalt.

(4) Estimated construction cost is shown in the following table.

Construction cost \$500,000/center line mile x 7.14 mile	\$3,570,000
Replace three small structures	\$1,015,000
I-265 ramp reconstruction	\$323,000
Total	\$4,908,000

Explanation of State Revenues:

Explanation of Local Expenditures:

Explanation of Local Revenues:

State Agencies Affected: INDOT; IEDC; OCRD.

Local Agencies Affected: Those situated in and adjacent to the corridor.

Information Sources: INDOT sign cost, state budgets for FY 2010 and FY 2011; Jim Poturalski, Chief Engineer and Deputy Commissioner, INDOT, 317-234-4010.

Fiscal Analyst: James Sperlik, 317-232-9866.